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AMPLIFYING REMARKS BY PILOT OF F4B, INDEX 610

We preflighted the aircraft in a normal manner. The four missiles were closely inspected. Each Sparrow III had a good weather seal. The wings of all missiles were intact and operated normally. The seeker head and fusing windows of the two Sidewinder missiles were clean. The missiles appeared to be properly hung on the aircraft. The bit checks checked out properly. On a brief attempt to tune the missiles on the deck, a blinking select light on the #3 missile station was observed. It was assumed that the light would become steady while airborne after the missile warmed up. At 0803 hour we launched from CVA-61 on our assigned mission of MIGCAP. After a rendezvous with Showtime One (aircraft 603), we departed CVA-61 for our CAP station. At approximately 0850 we engaged four MIG-17 aircraft.

FIRST RUN ENCOUNTER NUMBER 1

Our first run commenced as soon as the MIG's were spotted visually in the contrails. We acquired them on the radar about 45° left, 18 miles, and made a port turn to put them on a collision course. At this time the arm-safe switch was placed to arm. The starboard missile armed since the port select lite had blinked off. They appeared to turn into us, and a forward quarter run developed. We switched to "10 mile" scale. In range occurred at 8 miles and maximum blossoming at 5 miles at which time we fired the Sparrow III missile on #7 fuselage station. The pilot felt a thud, but the missile was not observed even after sharply banking the aircraft left and right. Apparently, the missile motor did not fire.

FIGHTER ALTITUDE AT ACQUISITION: 35,000 at fire 41,000 1.3 IMN
target altitude 44,000, .9 IMN;
TCA 175°, 10, in range-8; fired 5.0;
dot in center; max blossoming ASE
circle.

RADAR: MAP mode, wide display, override clutter, linear polarization,
narrow speed gate, 10 mile scale.

MISSILE PANEL: Radar-on; arm/safe switch-arm; interlocks-in; radar/
heat/heat reject-radar.

AIM 7D SPARROW III: #4780 loaded on station 7.

SECOND RUN ENCOUNTER NUMBER 5

On the second run the target was acquired at 10° left, 6 miles in a starboard turn. We turned hard starboard to pull the dot into the ASE circle. We fired at 3.5 miles in a starboard turn. Prior to acquisition, the arm-safe switch was cycled "safe" in an attempt to obtain a select lite for the port missile. The port missile was armed while the blinking select lite was illuminated, with the subsequent illumination of the ready light. Missile firing results were the same as the first run.

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FIGHTER ALTITUDE: 42,000 1.1 IMN - target altitude 44,000 .9 IMN,
TCA 60°, 140, in range 5; fired 3.5; dot right
side within ASE circle; blossomed ASE circle.
RADAR: MAP mode, wide display; override clutter; linear polarization;
wide speed gate; 10 mile scale.
MISSILE PANEL: Radar-on; arm/safe switch-arm, interlocks-out, radar/
heat/heat reject-radar.
AIM 7D SPARROW III: #5995 loaded on station 3.

THIRD RUN ENCOUNTER NUMBER 6

On the third run the target was acquired at 10° right, 3 miles. We were
at his 7 o'clock position and drove into 1 1/2 miles. The target commenced
an easy port turn. We attempted to fire the Sidewinder missile on station
8D, but it did not fire. The pilot rejected the starboard missile and
selected the port Sidewinder missile. Although the target was in after-
burner and a good Sidewinder tone was heard, the missile did not appear
to guide. The pilot observed a wide miss.

FIGHTER ALTITUDE: 43,000 IMN 1.1 - target altitude 45,000, IMN .9,
stern aspect, 10, good Sidewinder tone, heat dot
in ASE circle.
RADAR: MAP mode, wide display; override clutter, linear polarization;
wide speed gate; 10 mile scale.
MISSILE PANEL: Radar-on; arm/safe-arm; interlocks-out; radar/heat/heat
reject-heat.
AIM 9-B SIDEWINDER MISSILE: #31540 - station 2A.

FOURTH RUN ENCOUNTER NUMBER 5

On the fourth run, we maneuvered into a stern position on a MIG-17 and fired
at 1.2 miles. The Sidewinder missile on station 8D again would not fire.
This Sidewinder was brought back aboard and the EPO was found to have fired,
but not the motor.

FIGHTER ALTITUDE: 44,000 1.1 target altitude 45,000, .9 IMN
stern aspect, 10, good tone, heat dot in ASE circle.
RADAR: MAP mode, wide display, override clutter, linear polarization,
wide speed gate, 10 mile scale.
MISSILE PANEL: Radar-on; arm/safe-arm; interlocks-out; radar/heat/
heat reject - heat.
AIM 9-B SIDEWINDER MISSILE: #31549 - station 8D.

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AMPLIFYING RELATES BY FLIGHT OF F4B, INDEX 603

On 9 April 1965, prior to flight a preflight inspection of 603 and its armament revealed that the nose Sidewinder (station 2-A) had a scored and distorted fusing window. It was replaced prior to flight. All BIT checks checked normal, both Sparrows tuned, and Sidewinders passed the flashlight check. After take off at 0603, we proceeded to CAP station at 35,000 feet. At approximately 0650 four MIG-17 aircraft were engaged.

FIRST RUN

ENCOUNTER NUMBER 2

SPARROW III AIM-7D S/N 9001

STATION NO: 3

TARGET: MIG-17, altitude 44,000 feet, 0.9 DRI, non-maneuvering.

FIGHTER: Altitude 40,000 feet, 1.1 DRI, 30° right bank, 1.3G, TCA 60°-75°, 3.0 miles range to target.

ARMAMENT PANEL: AP-157 on, radar mode, interlocks out, steady select light, arm switch-arm, ready light.

RADAR: Map mode, wide display, normal clutter, linear polarization narrow speed gate.

RESULTS: Missile fired but did not guide, followed ballistic flight path, wide miss below target.

The MIG-17 aircraft was acquired in boresight at six miles on the target's starboard beam, the target was illuminate by the pilot utilizing the gunsight for initial tracking, the RIO obtained a lock on at 5 miles and ~~switched~~ switched to MAP mode to obtain auto track. The nose was pulled through to the right to obtain lead and place the steering dot in the ASE circle. The missile was fired at about 3 miles, within range and steering limits. Lock-on was maintained but the missile did not guide and was observed to follow a ballistic flight path.

SECOND RUN - REATTACK FOLLOWING FIRST RUN UTILIZING SAME LOCK-UP ENCOUNTER NO. 3

SIDEWINDER AIM-9B S/N 31636

STATION NO: 2-A

TARGET: MIG-17, altitude 44,000 feet, 0.9 DRI, left turn

FIGHTER: Altitude 44,000 feet, 1.2 DRI, 10° left bank

1.1G, TCA 5°, 1.5 miles range to target heading east northeast.

ARMAMENT PANEL: Heat mode, arm switch-arm, SW and ready light.

RADAR: Map mode, wide display, normal clutter

RESULTS: Missile fired and initially guided but did not follow target in hard left turn.

Continued in 2 on first run, maintaining lock-on, for a reattack, switched to heat and tracked target optically (35 mls lead) and received tone. The missile was fired while receiving tone, with steering dot centered, at 1.5 miles range. The missile guided toward the target which was initially in a shallow left bank. After the missile was fired the target increased bank to hard left turn, slightly

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nose down. The missile could not follow the target in the turn and missed by at least 50 feet. It is believed that this missile should have been able to intercept the target, the missile did not appear to be turning as sharply as it should be capable of, even at that high altitude. 654

The sun or reflected sunlight had no adverse effect on the guidance of this missile.

THIRD RUN ENCOUNTER NUMBER 4

SPARROW III AIM-7D S/N 8305

STATION NO: 7

TARGET: MIG-17, altitude 47,000 feet, 0.9 IIR, non-maneuvering

FIGHTER: Altitude 43,000 feet, 1.3 IIR, 20° right bank, 1.2g,
TCA 45°, 3.5 miles range to target.

ARMAMENT PANEL: APA-157 on, radar mode, interlocks in, steady select light, arm switch-arm, ready light.

RADAR: Map mode, wide display, normal clutter, linear polarization, narrow speed gate.

RESULTS: Missile ejected, no motor fire.

The MIG-17 target crossing left to right was acquired initially in horesight as described in the first run. Initial lock-on was obtained at 12 miles, lock broke and was again obtained at 7 miles. The steering dot was centered and a smooth tracking run was maintained with the target in straight and level flight. The missile was fired, at 3.5 miles, interlocks in, with steering dot centered, when the ASE circle had blossomed to maximum circumference. The missile motor did not fire, the pilot did not see, or feel the missile launch.

The performance of the missiles was most disappointing and frustrating. Three good runs were made that should have resulted in the missiles intercepting their targets. All indications available to the crew were that the weapons system should have been functioning perfectly.

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AIR COMBAT REPORT

OPNAV FORM 3480-4 (REV. 6-59)

Previous revisions of this form will not be used
NOTE: Make time and date entries in Greenwich Civil Time.

CARD 1-2-3

DO NOT WRITE INSIDE HEAVY LINES

~~SECRET~~
~~CONFIDENTIAL~~ (when filled in)
OPNAV REPORT 3480-12
Ref. NWIP 10-1

WERE A/C OF ANOTHER UNIT INVOLVED? YES NO
 ATTACHED REPORTS AIR ATTACK A/C VULNERABILITY A/C AND CREW SURVIVAL
 REPORT NO. **65-1**

DAY **9** MO. **4** YR. **05** T.O. TIME **000Z** TAKEOFF—NAME PLACE OR SHIP **USS TANGER (OVA-61)** LOCATION (Lat. & Long.) **2651N 10934W** MISSION PURPOSE CODE **2UIS** TIME OF RETURN **0108**

CARD 1, 2, 3 **1** 1, 2, 3 **1** 1 **1** 1 **1**

109797
(5101315)

A/C LOADING DATA Use a separate column for each squadron—model—loading combo. If more than three are involved use additional pages of form.	DO NOT WRITE INSIDE HEAVY LINES			SQUADRON—MODEL—LOADING COMBINATION		
	A/C LOAD NO. <u>1</u>	A/C LOAD NO. <u>2</u>	A/C LOAD NO. <u>3</u>			
SQUADRON	VA-31	VA-36				
MODEL A/C. (complete designation)	F4D	F4D				
NUMBER OF A/C, EACH LOAD COMBO.	3	1				
FUEL (pounds, each A/C)	27,000	27,000				
AMMO BELTING	*	*				
AIR TO AIR MISS. OR ROCK. (name, mk, mod.)	A2B-2C	A2B-7D				
—QUANTITY LOADED	2	4				
ORDNANCE—KIND (other than above)	A2B-7D					
—QUANTITY PER A/C	2					
ORDNANCE—KIND						
—QUANTITY PER A/C						

A/C LOSS 11/18

II ENCOUNTER DATA Use additional columns same encounter No. to describe actions involving several A/C models (own or enemy). Score damage under column for own A/C effecting HITS.	WHEN OWN A/C FIRES ON ENEMY A/C					
	ENCOUNTER NO. <u>1</u>	ENCOUNTER NO. <u>2</u>	ENCOUNTER NO. <u>3</u>			
MODEL (own A/C)	F4D	F4D	F4D			
NUMBER (own A/C)	1, 1000Z 010	1, 1000Z 010	1, 1000Z 009			
MODEL/TYPE OF ENEMY A/C	F4D-27	F4D-27	F4D-27			
NUMBER ENCOUNTERED	4	3	3			
LOCATION OF ENCOUNTER (Lat. & Long.)	10-30 103-30	10-30 103-30	10-30 103-30			
DAY/NIGHT/TWILIGHT	DAY	DAY	DAY			
VISIBILITY (miles)	10+	10+	10+			
CLOUDS—COVER IN TENTHS	10	10	10			
—CEILING (above surface)	25,000	25,000	25,000			
—TOPS (above sea level)	27,000	27,000	27,000			
VECTOR—SOURCE (AEW, ship, land)	None	None	None			
—INTERCEPT (assist, broadcast)	*	*	*			
—TIME OF VECTOR (GCT)	*	*	*			
—DISTANCE TO BOGEY (miles)	*	*	*			
CONTACT—TIME OF (GCT)	0032Z	0032Z	0032Z			
—RANGE	35	6	3			
—METHOD (visual, radar)	Visual/Radar	Visual/Radar	Visual/Radar			
—OWN ALTITUDE (above S.L.)	35,000	40,000	45,000			
—ENEMY ALTITUDE (above S.L.)	45,000	45,000	45,000			
APPARENT ENEMY MISSION	AIR TO AIR COMBAT	AIR TO AIR COMBAT	AIR TO AIR COMBAT			
OWN PASSES—NUMBER	1	1	1			
—IAS	1.3 211	1.3 211	1.2 211			
—FROM (clock)	1	6	6			
—HIGH, FLAT, LOW	High	High	High			
OWN PASSES—NUMBER	*	*	*			
—IAS	*	*	*			
—FROM (clock)	*	*	*			
—HIGH, FLAT, LOW	*	*	*			
ORDNANCE—TYPE EXPENDED	A2B-7D	A2B-7D	A2B-7D			
—QUANTITY ALL A/C	1	1	1			
—FIRING RANGE (yds.)	10,000	6,000	3,000			
—SIGHT METHOD (auto, man.)	Auto	Auto	Auto			
ENEMY A/C DESTROYED (number)	None	None	None			
ENEMY A/C DAMAGED (number)	None	None	None			
PARTICIPATING PILOTS (own A/C)	010	010	010			

AIR COMBAT REPORT
OPNAV FORM 3480-4 (REV. 6-59)

Previous revisions of this form will not be used
NOTE: Make time and date entries in Greenwich Civil Time.

CARD 1-2-3
DO NOT WRITE INSIDE HEAVY LINES

~~SECRET~~
~~CONFIDENTIAL~~ (when filled in)
~~SECRET~~
REPORT 3480-12
Ref: NAMP 10-1

WERE A/C OF ANOTHER UNIT INVOLVED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				ATTACHED REPORTS <input type="checkbox"/> AIR ATTACK <input type="checkbox"/> A/C VULNERABILITY <input checked="" type="checkbox"/> A/C AND CREW SURVIVAL				REPORT NO. 65-1 (cont)			
DAY	MO.	YR.	T.O. TIME	TAKEOFF—NAME PLACE OR SHIP				LOCATION (Lat. & Long.)		MISSION PURPOSE CODE	TIME OF RETURN
7	4	59	0001	USS WILSON (CG-42)				10 19 11 00 04		103	0330
CARD 1, 2, 3			1	1, 2, 3			1	1	1	1	

I A/C LOADING DATA
Use a separate column for each squadron—model—loading combo. If more than three are involved use additional pages of form.

SQUADRON	DO NOT WRITE INSIDE HEAVY LINES		SQUADRON—MODEL—LOADING COMBINATION	
	A/C LOAD NO. 1	A/C LOAD NO. 2	A/C LOAD NO. 1	A/C LOAD NO. 2
MODEL A/C. (complete designation)	VL-05	VL-05	VL-05	VL-05
NUMBER OF A/C, EACH LOAD COMBO.	3	2	3	2
FUEL (pounds, each A/C)	17,000	17,000	17,000	17,000
AMMO BELTING	—	—	—	—
AIR TO AIR MISS. OR ROCK. (name, mk, mod.)	AIM-7D	AIM-7D	AIM-7D	AIM-7D
—QUANTITY LOADED	3	2	3	2
ORDNANCE—KIND (other than above)	AIM-7D	AIM-7D	AIM-7D	AIM-7D
—QUANTITY PER A/C	1	1	1	1
ORDNANCE—KIND				
—QUANTITY PER A/C				

II ENCOUNTER DATA
Use additional columns same encounter No. to describe actions involving several A/C models (own or enemy). Score damage under column for own A/C effecting HITS.

MODEL (own A/C)	WHEN OWN A/C FIRES ON ENEMY A/C		
	ENCOUNTER NO. 1	ENCOUNTER NO. 2	ENCOUNTER NO. 3
NUMBER (own A/C)	1	2	1
MODEL/TYPER OF ENEMY A/C	F-4E	F-4E	F-4E
NUMBER ENCOUNTERED	3	3	1
LOCATION OF ENCOUNTER (Lat. & Long.)	10 20 100 20	10 20 100 20	10 20 100 20
DAY/NIGHT/TWILIGHT	DAY	DAY	DAY
VISIBILITY (miles)	10	10	10
CLOUDS—COVER IN TENTHS	10	10	10
—CEILING (above surface)	20,000	20,000	20,000
—TOPS (above sea level)	27,000	27,000	27,000
VECTOR—SOURCE (AEW, ship, land)	180	180	180
—INTERCEPT (assist, broadcast)	—	—	—
—TIME OF VECTOR (GCT)	—	—	—
—DISTANCE TO BOGEY (miles)	—	—	—
CONTACT—TIME OF (GCT)	0800Z	0800Z	0800Z
—RANGE	12	6	3
—METHOD (visual, radar)	RADAR	RADAR	RADAR
—OWN ALTITUDE (above S.L.)	20,000	20,000	20,000
—ENEMY ALTITUDE (above S.L.)	27,000	27,000	27,000
APPARENT ENEMY MISSION	SEARCH	SEARCH	SEARCH
OWN PASSES—NUMBER	1	1	1
—IAS	1.3	1.3	1.3
—FROM (clock)	4	4	6
—HIGH, FLAT, LOW	FLAT	FLAT	FLAT
OWN PASSES—NUMBER	—	—	2
—IAS	—	—	1.3
—FROM (clock)	—	—	6
—HIGH, FLAT, LOW	—	—	FLAT
ORDNANCE—TYPE EXPENDED	AIM-7D	AIM-7D	AIM-7D
—QUANTITY ALL A/C	3	3	3
—FIRING RANGE (yds.)	7,000	7,000	3,000
—SIGHT METHOD (auto, man.)	MAN	MAN	MAN
ENEMY A/C DESTROYED (number)	1	1	1
ENEMY A/C DAMAGED (number)	1	1	1
PARTICIPATING PILOTS (own A/C)	001	001	001

III ENCOUNTER DATA
Use additional columns same encounter No. to describe action involving several A/C models, own or enemy. Score damage under column for own A/C scoring hits.

MODEL/TYPER ENEMY A/C	WHEN ENEMY A/C FIRES ON OWN A/C		
	ENCOUNTER NO. 1	ENCOUNTER NO. 2	ENCOUNTER NO. 3
NUMBER ENCOUNTERED			
MODEL OWN A/C			
NUMBER INVOLVED			
IAS OF OWN A/C			
LOCATION OF ENCOUNTER (Lat. & Long.)			
OWN ALTITUDE AT CONTACT (above S.L.)			
ENEMY ALTITUDE AT CONTACT (above S.L.)			
DAY/NIGHT/TWILIGHT			

* Record subject to 2100 recorded in no notes file.

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AMPLIFYING RELATES BY FLIGHT OF F4B, INDEX 603

On 7 April 1965, prior to flight a preflight inspection of 603 and its armament revealed that the nose Sidewinder (station 2-A) had a scored and distorted fusing window. It was replaced prior to flight. All BIT checks checked normal, both Sparrows tuned, and Sidewinders passed the flashlight check. After take off at 0603, we proceeded to CAP station at 35,000 feet. At approximately 0650 four MIG-17 aircraft were engaged.

FIRST RUN ENCOUNTER NUMBER 2

SPARROW III AIM-7D S/N 9001
STATION NO: 3
TARGET: MIG-17, altitude 44,000 feet, 0.9 DDI, non-maneuvering.
FIGHTER: Altitude 40,000 feet, 1.1 DDI, 30° right bank, 1.3G, TCA 60°-75°, 3.0 miles range to target.
ARMAMENT PANEL: AP-157 on, radar mode, interlocks out, steady select light, arm switch-arm, ready light.
RADAR: Map mode, wide display, normal clutter, linear polarization narrow speed gate.
RESULTS: Missile fired but did not guide, followed ballistic flight path, wide miss below target.

The MIG-17 aircraft was acquired in boresight at six miles on the target's starboard beam, the target was illuminate by the pilot utilizing the gunsight for initial tracking, the RIO obtained a lock on at 5 miles and ~~switched~~ switched to MAP mode to obtain auto track. The nose was pulled through to the right to obtain lead and place the steering dot in the ASE circle. The missile was fired at about 3 miles, within range and steering limits. Lock-on was maintained but the missile did not guide and was observed to follow a ballistic flight path.

SECOND RUN - REATTACK FOLLOWING FIRST RUN UTILIZING SAME LOCK-UP ENCOUNTER NO. 3

SIDEWINDER AIM-9B S/N 31636
STATION NO: 2-A
TARGET: MIG-17, altitude 44,000 feet, 0.9 DDI, left turn
FIGHTER: Altitude 44,000 feet, 1.2 DDI, 10° left bank 1.1G, TCA 5°, 1.5 miles range to target heading east northeast.
ARMAMENT PANEL: Heat mode, arm switch-arm, SW and ready light.
RADAR: Map mode, wide display, normal clutter
RESULTS: Missile fired and initially guided but did not follow target in hard left turn.

Continued in 2nd first run, maintaining lock-on, for a reattack, switched to heat and tracked target optically (35 mls lead) and received tone. The missile was fired while receiving tone, with steering dot centered, at 1.5 miles range. The missile guided toward the target which was initially in a shallow left bank. After the missile was fired the target increased bank to hard left turn, slightly

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nose down. The missile could not follow the target in the turn and missed by at least 50 feet. It is believed that this missile should have been able to intercept the target, the missile did not appear to be turning as sharply as it should be capable of, even at that high altitude. 654

The sun or reflected sunlight had no adverse effect on the guidance of this missile.

THIRD RUN ENCOUNTER NUMBER 4 657 (cont)

SPARROW III AIM-7D S/N 8305

STATION NO: 7

TARGET: MIG-17, altitude 47,000 feet, 0.9 IIR, non-maneuvering

FIGHTER: Altitude 43,000 feet, 1.3 IIR, 20° right bank, 1.2g,
TCA 45°, 3.5 miles range to target.

ARMAMENT PANEL: APA-157 on, radar mode, interlocks in, steady select light, arm switch-arm, ready light.

RADAR: Map mode, wide display, normal clutter, linear polarization, narrow speed gate.

RESULTS: Missile ejected, no motor fire.

The MIG-17 target crossing left to right was acquired initially in foresight as described in the first run. Initial lock-on was obtained at 12 miles, lock broke and was again obtained at 7 miles. The steering dot was centered and a smooth tracking run was maintained with the target in straight and level flight. The missile was fired, at 3.5 miles, interlocks in, with steering dot centered, when the ASE circle had blossomed to maximum circumference. The missile motor did not fire, the pilot did not see, or feel the missile launch.

The performance of the missiles was most disappointing and frustrating. Three good runs were made that should have resulted in the missiles intercepting their targets. All indications available to the crew were that the weapons system should have been functioning perfectly.

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AIRCRAFT AND CREW SURVIVAL REPORT

CONFIDENTIAL (When filled in)

OPNAV FORM 3480-6 (REV. 6-54)
OPNAV REPORT 3480-14

To be filled out for each aircraft which fails to return to base, in a combat theater. See Naval Air Warfare Reporting System (NWIP 10-1, Part 1, Chap. 1)

CONFIDENTIAL

REPORT NO. 65-3

DATE OF LOSS 9 APR 65 0855H	TIME/ZONE	MODEL F4B	BUREAU NO. 151403	SQUADRON VF-96	AIR ATTACK REPORT NO.	AIR CRAFT MISSION LOG SHEET LINE	PURPOSE CODE: L01 LOSS CAUSE CODE: UNK
TYPE OF LOSS (Check one)		WHERE DID AIRCRAFT COME TO REST?			IF ON LAND, DID AIRCRAFT BURN? (Check one)		COMPLETELY PARTIALLY NOT AT ALL
DISINTEGRATED IN AIR		IF ON LAND (Check)	ENEMY TERRITORY	NEUTRAL TERRITORY	FRIENDLY TERRITORY	EXACT COORDINATES, IF KNOWN, OR GIVE KNOWN CIRCUMSTANCES: UNK SEE BELOW	MEASURES TAKEN TO DESTROY: NONE #18
COMPLETE BAILOUT							
CRASHED WITH PILOT		IF IN WATER	DISTANCE FROM SHORE		WATER DEPTH IF UNDER 200'		
CONTROLLED LANDING							
OTHER: UNK							

IF AIRCRAFT WENT DOWN IN ENEMY OR NEUTRAL TERRITORY OR IN SHALLOW WATER ADJACENT THERETO, INDICATE BY CHECK MARK THE PROBABLE CONDITION OF FOLLOWING TYPES OF EQUIPMENT WITH REFERENCE TO WHETHER THEY WOULD REVEAL CLASSIFIED TECHNICAL DATA IF RECOVERED. COVER ANY ITEMS JETTISONED. IF DESTRUCTION DOUBTFUL, EXPLAIN, USING EXTRA SHEET IF NEEDED. (N - NONE ABOARD; TD - TOTALLY DESTROYED; PD - PARTIALLY DESTROYED; I - VIRTUALLY INTACT).

TYPE	MODEL	N	TD	PD	I	UNKNOWN (Explain)	TYPE	MODEL	N	TD	PD	I	UNKNOWN (Explain)
AIRFRAME						X	GUNSIGHT						X
POWER PLANT						X	BOMBSIGHT		X				
SEARCH RADAR						X	SPEC. BOMBING EQ.		X				
AI RADAR						X	GUIDED MISSILE						X
TAIL WARNING		X					GUIDANCE EQ.						X
RCM RECEIVER		X											
IFF						X							
PHOTO EQUIP.		X					DOCUMENTS (List)						X

GIVE DITCHING PROCEDURE AND PERFORMANCE, IF PLANE DITCHED.

UNK

WHEN AND HOW WAS BASE INFORMED 0905 - A/C DID NOT CHECK IN WITH FLIGHT LEADER	RESCUE PROCEDURES INITIATED: RESULTS AIR SEARCH CONDUCTED OVER 7,500 SQ MILE AREA FROM 091515H UNTIL 111900H. RESULTS NEGATIVE.
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ACCOUNT HERE FOR ALL PERSONNEL ABOARD			IF LEFT AIRCRAFT, BY WHAT MEANS?	RESCUED BY	IF NOT RESCUED, GIVE POSSIBILITIES OF SURVIVAL OR CAPTURE AND EVIDENCE THEREOF
LAST NAME AND INITIALS	RANK/RATE	SERIAL NO.			
(b) (6)	LTJG	(b) (6)	UNK	-	CAPTURE POSSIBLE - LOSS PROBABLE
(b) (6)	ENS	(b) (6)	UNK	-	" " " "
					DOWNGRADED AT 3 YEAR INTERVALS
					DECLASSIFIED AFTER 12 YEARS
					DOD DIR 5200.10

PERFORMANCE OF EJECTION AND SURVIVAL GEAR: DEFICIENCIES, RECOMMENDATIONS

UNK

EXTEND ANY OF ABOVE SECTIONS HERE OR ON BLANK SHEETS, AS REQUIRED:

A/C LOST AFTER ENGAGEMENT WITH ENEMY A/C IN VICINITY OF 18-20N 108-20E CRASH SITE UNKNOWN. NEAREST LAND WAS ENEMY TERRITORY. A/C WAS LAST SEEN AT HIGH ALTITUDE IN NO DIFFICULTIES. CAUSE OF LOSS AND CIRCUMSTANCES UNKNOWN. CLASSIFIED DOCUMENTS CARRIED - KAA-60J DAY 9.

~~CONFIDENTIAL~~ (When filled in)

(Signature of officer approving report)

AIRCRAFT VULNERABILITY REPORT

Fill out for each naval aircraft hit while in flight
 by own or enemy aircraft or anti-aircraft fire, or
 by any rocket or missile fire or bomb blast.

I. IDENTIFICATION

DATE OF HIT 9 APR 65	MODEL A-1H	BUREAU NO. 135336	SQUADRON VA-95	HIT BY: <input checked="" type="checkbox"/> A/A <input checked="" type="checkbox"/> A/C	AIR ATTACK REPORT NO.	AIR COMBAT REPORT NO.	REPORT NO. 65-3	DEGREE OF DAMAGE (Check One)	PART VI LINE NO. 1	PART VII LINE NO.	L	D1	D2	D3
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II. DESCRIPTION OF HITS. (Use one line for each hit or group thereof differing substantially in location or direction.)

TYPE OF PROJECTILE INFLECTING HITS	DIRECT OR FRAGMENTS	DIRECTION FROM WHICH HITS CAME (Use clock system, e.g. 5 above)	POINTS OF ENTRY, AND SUBSEQUENT COURSE WITHIN PLANE (Note sequence of penetrations, and what stopped the hit)
A 30 cal. D	D	2 below	Ricocheted off port drop, entered bottom of wing, stopped by wing lock cable.
B			
C			
D			
E			

III. EFFECT OF HITS (Identify by hit numbers in II)

HIT NO.	COMPONENTS AFFECTED, OR PERSONNEL INJURED, EACH HIT (List vital items hit, and positions of personnel hit)	EXTENT AND EFFECT OF DAMAGE OR INJURY TO EACH VITAL COMPONENT OR PERSON AFFECTED	MAJOR REPAIR OR REPLACEMENT REQUIRED
A	Port drop tank; wing lock cable	Drop tank ruptured Wing lock cable parted	R R

IF FIRE BROKE OUT, GIVE NO. OF HIT CAUSING IT, EXTENT, EFFECT, MEASURES TO EXTINGUISH, FINAL RESULT **NA**

IF DAMAGE OR INJURY AFFECTED FLIGHT OR LANDING, GIVE CIRCUMSTANCES OF CONTINUED FLIGHT, INCLUDING ANY AGGRAVATION OF DAMAGE OR INJURY **NA**

NAME AND RANK OF PILOT **(b) (6)** **LTCG** CO-PILOT, IF ANY

ANY FURTHER INFORMATION RELATIVE TO VULNERABILITY OF AIRCRAFT, PROTECTION OF CREW, OR RECOMMENDATIONS THEREON, SHOULD BE GIVEN IN NARRATIVE FORM BELOW:

Repair commenced: 1300, 9 APR
completed: 1700, 9 APR

DOWNGRADED AT 3 Year Intervals
 DECLASSIFIED AFTER 12 YEARS
 DOD DIR 5200.10

REPORT APPROVED BY: **[Redacted]** **CDR, USN**

AIR ATTACK REPORT

OPNAV FORM 3480-3 (REV. 6-59)

Previous revision of this form will not be used

NOTE: Make time and date entries in Greenwich Civil Time.

PORTION OF
11-92-66

CARD 1-2-3
DO NOT WRITE INSIDE HEAVY LINES

~~CONFIDENTIAL~~
CONFIDENTIAL (when filled in)
OPNAV REPORT 3480-3
REF. NWIP 10-1

WERE A/C OF ANOTHER UNIT INVOLVED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ATTACHED REPORTS <input type="checkbox"/> AIR COMBAT <input type="checkbox"/> A/C VULNERABILITY <input type="checkbox"/> A/C AND CREW SURVIVAL	REPORT NO. 65-20
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DAY 9 MO. 4 YR. 65 T.O. TIME 0714Z	TAKEOFF—NAME PLACE OR SHIP USS RANGER (CVA-61)	LOCATION, LAT. & LONG. 1654N 10924E	MISSION PURPOSE CODE 1711	PRIMARY TARGET ASSIGNED TAM DA BRIDGE	DISTANCE 198	TIME OF RETURN 1220
--	---	--	----------------------------------	--	---------------------	----------------------------

I. A/C LOADING DATA	DO NOT WRITE INSIDE HEAVY LINES			SQUADRON—MODEL—LOADING COMBINATION		
	A/C LOAD NO. 1	A/C LOAD NO. 2	A/C LOAD NO. 3			
SQUADRON	VA-93	VA-93	VA-93			
MODEL A/C (complete designation)	A-4C	A-4C	A-4C			
NUMBER OF A/C (each load combo)	6	4	4			
FUEL (pounds, each A/C)	7600	7600	7600			
ORDNANCE—KIND	MK 83	MK 81	MK 83			
QUANTITY PER A/C	2	10	2			
—KIND	20 MM	20 MM	20 MM			
QUANTITY PER A/C	180 RDS	180 RDS	180 RDS			
—KIND						
QUANTITY PER A/C						
—KIND						
QUANTITY PER A/C						

II. TARGET	TARGET—ATTACK—ORDNANCE DATA		
	TARGET NO. 1	TARGET NO. 1	TARGET NO. 2
TARGET—TYPE	RR/HW BRIDGE		AAA SITES
—SIZE OR NO. OF UNITS	360' x 20'		3 SITES
—LOCATION (Lat. & Long.)	18-51N/105-39E		18-53N/105-51E
DISTANCE FROM TAKEOFF POINT	198		205
TIME ATTACK INITIATED (GCT)	0930		1002
DAY/NIGHT/TWILIGHT	DAY		DAY
CLOUD TYPE	CLEAR		CLEAR
CEILING (above surface)	NONE		NONE
CLOUD COVER (in tenths)	0		0
VISIBILITY (miles)	15+		15+
TARGET LOCATED BY	SIGHT		SIGHT
ATTACK DIRECTED BY	FLIGHT LEADER		RESCUE COORDINATOR
OPPOSITION (✓ one box in each group)	H M L N U NA A *	H M L N U NA A	H M L N U NA A
—GROUND AA FIRE	X		X
—GROUND TO AIR MISSILE	X		X
MODEL (own A/C, complete designation)	A-4C	A-1H	A-1H
NUMBER OF ATTACKING A/C (each target)	20	6	4
TYPE ATTACK (dive, level, strafe, toss, etc.)	30° DIVE	50° DIVE	15° GLIDE
NUMBER OF A/C PASSES	20	6	16
ALTITUDE AT RELEASE (above surface)	5,000	4,300	1,500
IAS AT RELEASE (knots)	450	320	260
ORDNANCE—KIND	MK 83	MK 84	LAU-32
UNITS EXPENDED, ALL A/C	20	6	8
—KIND	MK 81	MK 82	20 MM
UNITS EXPENDED, ALL A/C	91	32	2500 RDS
—KIND			
UNITS EXPENDED, ALL A/C			
TARGET DAMAGE INFLECTED	SPAN DROPPED	SPAN DROPPED	UNK
RETIREMENT ALTITUDE (above S.L.)	35,000 FT	1,500	1,000

III. A/C damage from ground fire	OWN DAMAGE—LOSS DATA		
	A/C NO. 1	A/C NO. 2	A/C NO. 3
MODEL A/C HIT			
BUNO OF A/C			
SQUADRON			
WHEN HIT (transit, target area, unknown, etc.)			
TARGET (use target No. in Part II if appro.)			
TYPE ORDNANCE CAUSING DAMAGE			
A/C COMPONENT HIT			
NUMBER OF HITS ON A/C			
ALTITUDE WHEN HIT (above S.L.)			
IAS WHEN HIT			
A/C DAMAGE (L/D ₁ /D ₂ /D ₃)			
PILOTS KILLED/MISSING (number)			
PILOTS WOUNDED (number)			
CREWMEN KILLED/MISSING (number)			
CREWMEN WOUNDED (number)			

IV. NARRATIVE (Use the reverse side to describe important or unusual occurrences, ordnance or equipment failure, and details concerning the attack and targets damaged or destroyed.)

DOWNGRADED AT 3-YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

DD FORM 5200.10

IV. NARRATIVE

Primary target was heavily damaged. Four A-1H and five F-4B furnished cover for HU-16 rescuing pilot $\frac{1}{2}$ mile from beach.

J. King Swanson 10A

AIR ATTACK REPORT

OPNAV FORM 3480-3 (REV. 6-59)

Previous revision of this form will not be used

NOTE: Make time and date entries in Greenwich Civil Time.

CARD 1-2-3

DO NOT WRITE INSIDE HEAVY LINES

~~CONFIDENTIAL~~ (when filled in)
OPNAV REPORT 3480-1
REF. NWIP 10-1

RTIOA

WERE A/C OF ANOTHER UNIT INVOLVED? <input type="checkbox"/> YES <input type="checkbox"/> NO				ATTACHED REPORTS <input type="checkbox"/> AIR COMBAT <input type="checkbox"/> A/C VULNERABILITY <input type="checkbox"/> A/C AND CREW SURVIVAL				REPORT NO. 65-20	
DAY	MO.	YR.	T.O. TIME	TAKEOFF—NAME PLACE OR SHIP	LOCATION, LAT. & LONG.	MISSION PURPOSE CODE	PRIMARY TARGET ASSIGNED	DISTANCE	TIME OF RETURN
1, 2, 3	1, 3	1, 2, 3	1, 3	1, 2, 3	1, 3	1, 3	1, 3		

SQUADRON	A/C LOAD NO. <u>4</u>			A/C LOAD NO. <u>5</u>			A/C LOAD NO. <u>6</u>		
	MODEL A/C (complete designation)	NUMBER OF A/C (each load combo)	FUEL (pounds, each A/C)	ORDNANCE—KIND	QUANTITY PER A/C	—KIND	QUANTITY PER A/C	—KIND	QUANTITY PER A/C
VA-94	A-4C	6	7600	MK 81	10	20 MM	130 RDS		
VA-95	A-1H	2	4680	MK 84	1	MK 82	6	20 MM	800 RDS
VA-95	A-1H	4	4280	MK 84	1	MK 82	6	LAU-32	2
								20 MM	800 RDS

TARGET—TYPE	TARGET—ATTACK—ORDNANCE DATA		
	TARGET NO. <u>2</u>	TARGET NO. _____	TARGET NO. _____
—SIZE OR NO. OF UNITS			
—LOCATION (Lat. & Long.)			
DISTANCE FROM TAKEOFF POINT			
TIME ATTACK INITIATED (GCT)			
DAY/NIGHT/TWILIGHT			
CLOUD TYPE			
CEILING (above surface)			
CLOUD COVER (in tenths)			
VISIBILITY (miles)			
TARGET LOCATED BY			
ATTACK DIRECTED BY			
OPPOSITION (✓ one box in each group)	H M L N U NA A *	H M L N U NA A	H M L N U NA A
—GROUND AA FIRE			
—GROUND TO AIR MISSILE			
MODEL (own A/C, complete designation)	F-4B		
NUMBER OF ATTACKING A/C (each target)	5		
TYPE ATTACK (dive, level, strafe, toss, etc.)	30° DIVE		
NUMBER OF A/C PASSES	6		
ALTITUDE AT RELEASE (above surface)	3,000		
IAS AT RELEASE (knots)	250		
ORDNANCE—KIND	LAU-3A		
UNITS EXPENDED, ALL A/C	20		
—KIND			
UNITS EXPENDED, ALL A/C			
—KIND			
UNITS EXPENDED, ALL A/C			
—KIND			
TARGET DAMAGE INFLICTED	DIRT		
RETIREMENT ALTITUDE (above S.L.)	30,000		

MODEL A/C HIT	OWN DAMAGE—LOSS DATA		
	A/C NO. <u>1</u>	A/C NO. _____	A/C NO. _____
BUNO OF A/C			
SQUADRON			
WHEN HIT (transit, target area, unknown, etc.)			
TARGET (use target No. in Part II if appro.)			
TYPE ORDNANCE CAUSING DAMAGE			
A/C COMPONENT HIT			
NUMBER OF HITS ON A/C			
ALTITUDE WHEN HIT (above S.L.)			
IAS WHEN HIT			
A/C DAMAGE (L/D ₁ /D ₂ /D ₃)			
PILOTS KILLED/MISSING (number)			
PILOTS WOUNDED (number)			
CREWMEN KILLED/MISSING (number)			
CREWMEN WOUNDED (number)			

IV. NARRATIVE (Use the reverse side to describe important or unusual occurrences, ordnance or equipment failure, and details concerning the attack and targets damaged or destroyed.)

DOWNGRADED AT 3-YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

AIR ATTACK REPORT

OPNAV FORM 3480-3 (REV. 6-59)

Previous revision of this form will not be used

NOTE: Make time and date entries in Greenwich Civil Time.

CARD 1-2-3

DO NOT WRITE INSIDE HEAVY LINES

~~CONFIDENTIAL~~

(when filled in)

OPNAV REPORT 3480-3
REF: NWIP 10-1

WERE A/C OF ANOTHER UNIT INVOLVED? <input type="checkbox"/> YES <input type="checkbox"/> NO				ATTACHED REPORTS <input type="checkbox"/> AIR COMBAT <input type="checkbox"/> A/C VULNERABILITY <input type="checkbox"/> A/C AND CREW SURVIVAL				REPORT NO.			
DAY	MO.	YR.	T.O. TIME	TAKEOFF—NAME PLACE OR SHIP	LOCATION, LAT. & LONG.	MISSION PURPOSE CODE	PRIMARY TARGET ASSIGNED	DISTANCE	TIME OF RETURN		
CARD 1, 2, 3,			1, 3	1, 2, 3,		1, 3	1, 3				

I. A/C LOADING DATA
Use a separate column for each squadron—model—loading combo. If more than three are involved use additional pages of form.

DO NOT WRITE INSIDE HEAVY LINES

SQUADRON—MODEL—LOADING COMBINATION

A/C LOAD NO. <u>17</u>	A/C LOAD NO. _____	A/C LOAD NO. _____	43
SQUADRON <u>VF-96</u>			50
MODEL A/C (complete designation) <u>F4B</u>			57
NUMBER OF A/C (each load combo) <u>5</u>			59
FUEL (pounds, each A/C) <u>17,600</u>			64
ORDNANCE—KIND <u>AIM 70</u>			66
QUANTITY PER A/C <u>2</u>			68
—KIND <u>AIM 9B</u>			70
QUANTITY PER A/C <u>2</u>			72
—KIND <u>LAU 3A</u>			74
QUANTITY PER A/C <u>4</u>			76
—KIND			78
QUANTITY PER A/C			80

II. TARGET
If two or more A/C models attack the same target, label successive columns with same target No. and enter appropriate data.

TARGET—ATTACK—ORDNANCE DATA

TARGET—TYPE	TARGET NO. <u>1</u>	TARGET NO. _____	TARGET NO. _____	14
—SIZE OR NO. OF UNITS				16
—LOCATION (Lat. & Long.)				27
DISTANCE FROM TAKEOFF POINT				29
TIME ATTACK INITIATED (GCT)				33
DAY/NIGHT/TWILIGHT				34
CLOUD TYPE				35
CEILING (above surface)				36
CLOUD COVER (in tenths)				37
VISIBILITY (miles)				38
TARGET LOCATED BY				39
ATTACK DIRECTED BY				40
OPPOSITION (✓ one box in each group)	H M L N U NA A *	H M L N U NA A	H M L N U NA A	
—GROUND AA FIRE				42
—GROUND TO AIR MISSILE				44
MODEL (own A/C, complete designation)				51
NUMBER OF ATTACKING A/C (each target)				53
TYPE ATTACK (dive, level, strafe, toss, etc.)				54
NUMBER OF A/C PASSES				56
ALTITUDE AT RELEASE (above surface)				59
IAS AT RELEASE (knots)				61
ORDNANCE—KIND				63
UNITS EXPENDED, ALL A/C				65
—KIND				67
UNITS EXPENDED, ALL A/C				69
—KIND				71
UNITS EXPENDED, ALL A/C				73
TARGET DAMAGE INFLICTED				74
RETIREMENT ALTITUDE (above S.L.)				77

III. A/C damage from ground fire
If an A/C is hit by more than one type of ordnance, LABEL successive columns same A/C column No. and enter appropriate data.

OWN DAMAGE—LOSS DATA

A/C NO. <u>1</u>	A/C NO. _____	A/C NO. _____	35
MODEL A/C HIT			42
SUNO OF A/C			48
SQUADRON			55
WHEN HIT (transit, target area, unknown, etc.)			56
TARGET (use target No. in Part II if appro.)			58
TYPE ORDNANCE CAUSING DAMAGE			60
A/C COMPONENT HIT			62
NUMBER OF HITS ON A/C			64
ALTITUDE WHEN HIT (above S.L.)			67
IAS WHEN HIT			69
A/C DAMAGE (L/D ₁ /D ₂ /D ₃)			71
PILOTS KILLED/MISSING (number)			73
PILOTS WOUNDED (number)			74
CREWMEN KILLED/MISSING (number)			76
CREWMEN WOUNDED (number)			77

IV. NARRATIVE (Use the reverse side to describe important or unusual occurrences, ordnance or equipment failure, and details concerning the attack and targets damaged or destroyed.)

~~CONFIDENTIAL~~

DOWNGRADED AT 3-YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

AIRCRAFT MISSION LOG

OPNAV FORM-3480.1 (REV. 6-54)
 (Supersedes OPNAV FORM-338-1, which may be used)
 OPNAV REPORT-3480.1

~~CONFIDENTIAL~~ (When filled in)

NAME OF CARRIER OR BASE USS RANGER		MONTH AND YEAR APRIL 1965	SHEET NO. 5
THEATER OR AREA COMMAND SOUTH CHINA SEA		TASK GROUP OR TACTICAL COMMAND TG 77.4	
LOG COVERS THESE SQUADRONS AND DETACHMENTS BASED ABOARD VF92, VF96, VA93, VA94, VA95, RVAN5, VAH2M, VFP63M			

For use by units in combat status, in conjunction with Aircraft Availability Report, in place of Monthly Aircraft Activity Report (OpNav Form-5442-Z). For full instructions see NWIP 10-1, Part I, Chapter 1.

LINE NO.	FILL OUT THESE COLUMNS FOR ALL AIRCRAFT TAKING OFF							FILL OUT THESE COLUMNS WHEN MISSION ENDS													
	DAY	TIME OF TAKEOFF (LZT) ZONE	AIRCRAFT TAKING OFF			MIS-SION PURPOSE CODE	DESTINATION BRIEF IDENTIFICATION OF TARGET NUMBER, NAME OR LOCATION; OR ASSIGNED AREA OR SECTOR AND TYPE OF PATROL. ABBREVIATE AS APPROPRIATE.	TOTAL AIR-CRAFT HOURS FOR ALL PLANES (hours & tenths)	NO. OF AIRCRAFT HAVING ACTION			AIRCRAFT ABORTIVE, BY CAUSE				NO. OF AIR-CRAFT LOST OR DAMAGED, ALL CAUSES			PEN.S. K. OR M.		
			AIRCRAFT MODEL AND CONFIGURATION	SQUADRON OR UNIT	NO. TAKING OFF				ATTACK ON	W	M	E	O	L	D1	D2	D3	P	O		
1	8	1121	A1H	VA95	1	1L	TEST, CVA	2.3													
2	8	1157	F4B	VF96	2	1A6	CAP	3.4													
3	8	1300	A4C	VA93	4	1T2	LAOS	11.4	4												
4	8	1300	KA3B	VAH2M	2	1M	RT TANKER	4.0													
5	8	1315	RA5C	RVAN5	1	1Q3	BR56B BDA BR 56A	2.3													
6	8	1315	F4B	VF92	2	1Q5	RA5C ESC	4.6													
7	8	1315	"	"	1	1A6	CAP	1.6													
8	8	1320	F4B	VF96	2	1V9	BR RFB ESC	4.5													
9	8	1321	"	"	2	1Q5	COMM RELAY	3.1													
10	8	1321	RF8A	VFP63M	1	1V1	PHOTO	2.3													
11	8	1323	F4B	VF96	1	1A6	CAP	1.5													
12	8	1441	"	"	2	1A6	"	2.1													
13	8	1422	"	VF92	2	1Q5	COMM RELAY	3.1													
14	8	1701	"	"	2	1Q5	"	3.7													
15	8	1702	"	VF96	2	1A6	CAP	4.0													
16	9	0803	F4B	VF96	5	1V1	M16 CAP	4.5	4						2					11	
17	9	0900	KA3B	VAH2M	3	1M	RT TANKER	9.7													
18	9	0901	F4B	VF92	5	1V3	PATROL	11.3													
19	9	0915	A1H	VA95	8	1T1	RT 10A, TAMDA BRIDGE, N. VN	31.5	8											1	
20	9	0918	"	"	3	1X3	RESCAP, CVA	15.6													
21	9	1037	A4C	VA94	10	1T1	RT 9	17.8	10												

LOSS AND DAMAGE CATEGORIES:

- L - Failed to return to a friendly base.
- D1 - Jettisoned or salvaged after return because of damage sustained.
- D2 - Damaged beyond local repair; transferred or held for repair elsewhere.
- D3 - Damage from this mission repaired or repairable on board.

THIS SHEET CERTIFIED COMPLETE AND CORRECT:

(b) (6)

LCDR HSN

~~CONFIDENTIAL~~ (When filled in)

ENCLOSURE (1)

NAME OF CARRIER OR BASE USS RANGER		MONTH AND YEAR APRIL 1965		SHEET NO. 7
THEATER OR AREA COMMAND SOUTH CHINA SEA		TASK GROUP OR TACTICAL COMMAND TG 77.4		
LOG COVERS THESE SQUADRONS AND DETACHMENTS BASED ABOARD VF92, VF96, VA93, VA94, VA95, RVAH5, VAH2M, VFP63M				

For use by units in combat status, in conjunction with Aircraft Availability Report, in place of Monthly Aircraft Activity Report (OpNav Form-5442-2). For full instructions see MWIP 10-1, Part 1, Chapter 1.

LINE NO.	FILL OUT THESE COLUMNS FOR ALL AIRCRAFT TAKING OFF						FILL OUT THESE COLUMNS WHEN MISSION ENDS														
	DAY	TIME OF TAKEOFF (LZT) ZONE	AIRCRAFT TAKING OFF			DESTINATION BRIEF IDENTIFICATION OF TARGET NUMBER, NAME OR LOCATION; OR ASSIGNED AREA OR SECTOR AND TYPE OF PATROL. ABBREVIATE AS APPROPRIATE.	TOTAL AIR-CRAFT HOURS FOR ALL PLANES (Hours & tenths)	NO. OF AIRCRAFT HAVING ACTION		AIRCRAFT ABORTIVE, BY CAUSE				NO. OF AIR-CRAFT LOST OR DAMAGED, ALL CAUSES			PERCENTAGE OF LOSS				
			AIRCRAFT MODEL AND CONFIGURATION	SQUADRON OR UNIT	NO. TAKING OFF			MIS-SION PURPOSE CODE	ATTACK ON	W E A T H	M E C H	E L T R	O T H E R	L	D1	D2	D3	P I L O T	O T H E R		
																				SUB-MAR-INE	OTHER-TAR-GETS
1	9	1653	F4B	VF96	5	171	FLAK SUPP RESCAP	9.7	5												
2	9	1729	F4B	VF92	1	1W2	CAP(SCRAMBLE)	1.5													
3	9	1731	F4B	VF96	1	1W7	CAP(SCRAMBLE)	1.5													
4	9	1735	KA3B	VAH2M	1	1M	RT TANKER	1.5													
5	10	0830	ALH	VA95	2	1X3	RESCAP, CVA	17.4													
6	10	0915	KA3B	VAH2M	2	1M	RT TANKER	7.0													
7	10	0916	F4B	VF92	4	1V3	PATROL	9.2													
8	10	1015	KA3B	VAH2M	1	1M	RT TANKER	3.4													
9	10	1015	F4B	VF96	1	2Q5	ELINT ESC	2.4													
10	10	1020	ALH	VA95	8	1T1	RT 10A, KIM KWONG BRIDGE, N. VIET	26.6	8												
11	10	1117	F4B	VF92	1	1T9	BDA REC CVA-43 RON TEN	1.8													
12	10	1117	"	"	4	1S9	FLAK SUPP RESCAP	6.9	4												
13	10	1120	F4B	VF96	6	1V1	MIG CAP	11.3													
14	10	1124	A4C	VA93	9	1T1	N. VIET NAM	18.1	9												
15	10	1127	A4C	VA94	11	1T1	RT 10	20.4	11												
16	10	1127	RF8A	VFP63M	2	1Q3	PHOTO	3.8													
17	10	1200	KA3B	VAH2M	1	1M	RT TANKER	1.6													
18	10	1327	F4B	VF96	1	1Q5	COMM RELAY	1.9													
19	10	1325	F4B	VF92	2	1Q1	WK RECON	4.0													
20	10	1500	A4C	VA93	2	1Q1	LAOS	4.3													
21	10	1500	KA3B	VAH2M	2	1M	RT TANKER	4.5													

LOSS AND DAMAGE CATEGORIES:

- L - Failed to return to a friendly base.
- D1 - Jettisoned or salvaged after return because of damage sustained.
- D2 - Damaged beyond local repair; transferred or held for repair elsewhere.
- D3 - Damage from this mission repaired or repairable on board.

THIS SHEET CERTIFIED COMPLETE AND CORRECT:

(b) (6)

LCOR USN

AIRCRAFT MISSION LOG

OPNAV FORM 3480.1 (REV. 6-54)
 (Supersedes OPNAV FORM 338-1, which may be used)
 OPNAV REPORT 3480.1

~~CONFIDENTIAL~~ (When filled in)

NAME OF CARRIER OR BASE USS RANGER CVA-61		MONTH AND YEAR 4/65	SHEET NO. 1
THEATER OR AREA COMMAND 7th Fleet		TASK GROUP OR TACTICAL COMMAND TG 77.4	
LOG COVERS THESE SQUADRONS AND DETACHMENTS BASED ABOARD VAW-11 DET MIKE			

For use by units in combat status, in conjunction with Aircraft Availability Report, in place of Monthly Aircraft Activity Report (OpNav Form 5442-2). For full instructions see NWIP 10-1, Part 1, Chapter 1.

LINE NO.	FILL OUT THESE COLUMNS FOR ALL AIRCRAFT TAKING OFF						FILL OUT THESE COLUMNS WHEN MISSION ENDS															
	DAY	TIME OF TAKEOFF (LZT) ZONE:	AIRCRAFT TAKING OFF		NO. TAKING OFF	MISSION PURPOSE CODE	DESTINATION BRIEF IDENTIFICATION OF TARGET NUMBER, NAME OR LOCATION; OR ASSIGNED AREA OR SECTOR AND TYPE OF PATROL. ABBREVIATE AS APPROPRIATE.	TOTAL AIRCRAFT HOURS FOR ALL PLANES (Hours & tenths)	NO. OF AIRCRAFT HAVING ACTION			AIRCRAFT ABORTIVE, BY CAUSE				NO. OF AIRCRAFT LOST OR DAMAGED, ALL CAUSES			PEN. K. OR M.			
			AIRCRAFT MODEL AND CONFIGURATION	SQUADRON OR UNIT					ATTACK ON	AIR COMBAT	W E A T H	M E C H	E L T R N	O T H E R	L	D1	D2	D3	P	O T H E R		
1	5	0902	E-1B	VAW-11	2	1A9	LAOS BORDER MIDDLE MAN	10.6														
2	5	1353	E-1B	VAW-11	1	1A9	COM RELAY DANANG	1.7														
3	5	1604	E-1B	VAW-11	1	1A9	COM RELAY LAOS BORDER	4.5														
4	5	2205	E-1B	VAW-11	1	1A9	COM RELAY LAOS BORDER	4.7														
5	6	0749	E-1B	VAW-11	1	1A9	COM RELAY STEEL TIGER LAOS BORD	5.2														
6	6	1243	E-1B	VAW-11	1	1A9	COM RELAY LAOS BORDER	3.1														
7	6	1528	E-1B	VAW-11	2	1A9	70 NM NW DANANG	9.7														
8	6	2205	E-1B	VAW-11	1	1A9	STEEL TIGER M/M NW DANANG	4.8														
9	7	0948	E-1B	VAW-11	2	1A9	M/M LAOS BORDER	10.1	DOWN	SEEN	DO	BY	5	200	10							
10	7	1800	E-1B	VAW-11	2	1A9	COM RELAY LAOS BORDER	11.9	DECLER	DOE	D	R	5200	10								
11	8	0835	E-1B	VAW-11	1	1A9	COM RELAY DANANG	5.2														
12	8	1705	E-1B	VAW-11	1	1A9	AEW 100 NM RADIUS CVA-61	4.1														
13	8	2000	E-1B	VAW-11	1	1A9	AEW 100 NM RADIUS CVA-61	4.7														
14	9	0030	E-1B	VAW-11	1	1A9	AEW CORAL SEA CONTROL	5.6														
15	9	0823	E-1B	VAW-11	1	1A9	COM RELAY 70 M NW DANANG	4.9														
16	9	0922	E-1B	VAW-11	1	1A9	COM RELAY 70 M NW DANANG	6.1														
17	9	1304	E-1B	VAW-11	1	1A9	TAR CAP NW DANANG	6.0														
18	9	1506	E-1B	VAW-11	1	1A9	SAR & ACTUAL AEW NW DANANG	5.3														
19	9	2105	E-1B	VAW-11	1	1A9	SAR	3.2														
20	10	0829	E-1B	VAW-11	1	1A9	SAR AEW M/M	5.2														
21	10	1233	E-1B	VAW-11	1	1A9	NW DANANG	6.1														

LOSS AND DAMAGE CATEGORIES:

- L - Failed to return to a friendly base.
- D1 - Jettisoned or salvaged after return because of damage sustained.
- D2 - Damaged beyond local repair; transferred or held for repair elsewhere.
- D3 - Damage from this mission repaired or repairable on board.

THIS SHEET CERTIFIED COMPLETE AND CORRECT:

(b) (6)

6CDR USN

~~CONFIDENTIAL~~ (When filled in)

ENCLOSURE (3)

AIRCRAFT MISSION LOG

OPNAV FORM 3480-1 (REV. 6-54)
 (Supersedes OPNAV FORM 338-1, which may be used)
 OPNAV REPORT 3480.1

~~CONFIDENTIAL~~ (When filled in)

NAME OF CARRIER OR BASE USS RANGER (CVA61)	MONTH AND YEAR APRIL 1965	SHEET NO. 1
THEATER OR AREA COMMAND SOUTH CHINA SEA	TASK GROUP OR TACTICAL COMMAND TG 77.4	
LOG COVERS THESE SQUADRONS AND DETACHMENTS BASED ABOARD CVA61		

For use by units in combat status, in conjunction with Aircraft Availability Report, in place of Monthly Aircraft Activity Report (OpNav Form-5442-Z). For full instructions see NWIP 10-1, Part 1, Chapter 1.

LINE NO.	FILL OUT THESE COLUMNS FOR ALL AIRCRAFT TAKING OFF							FILL OUT THESE COLUMNS WHEN MISSION ENDS														
	DAY	TIME OF TAKEOFF (LZT) ZONE:	AIRCRAFT TAKING OFF			DESTINATION BRIEF IDENTIFICATION OF TARGET NUMBER, NAME OR LOCATION; OR ASSIGNED AREA OR SECTOR AND TYPE OF PATROL. ABBREVIATE AS APPROPRIATE.	TOTAL AIR-CRAFT HOURS FOR ALL PLANES (Hours & tenths)	NO. OF AIRCRAFT HAVING ACTION			AIRCRAFT ABORTIVE, BY CAUSE				NO. OF AIR-CRAFT LOST OR DAMAGED, ALL CAUSES			PERS. K. OR M. P I L O T				
			AIRCRAFT MODEL AND CONFIGURATION	SQUADRON OR UNIT	NO. TAKING OFF			MIS-SION PURPOSE CODE	ATTACK ON			W E A T H	M E C H	E L T R N	O T H E R	L	D1		D2	D3		
									SUB-MARINE	OTHER TARGETS	AIR COMBAT											
1	1	0740	C1A	CVA61	1 1A1	FAM. CUBI PT.	4.1															
2	1	1320	C1A	CVA61	1 1R2	LOG. CUBI PT.	3.7															
3	2	0745	C1A	CVA61	1 1A1	FAM. CUBI PT.	4.3															
4	2	1305	C1A	CVA61	1 1R2	LOG. CUBI PT.	4.0															
5	2	1805	C1A	CVA61	1 3R2	LOG. CUBI PT.	4.1															
6	4	0720	C1A	CVA61	1 1R2	LOG. CVA61	1.8															
7	5	0643	C1A	CVA61	1 1R2	LOG. DANANG	0.6															
8	5	0927	C1A	CVA61	1 1R2	LOG. CVA61	2.4															
9	6	0640	C1A	CVA61	1 1R2	LOG. UDORN (THAILAND)	2.8															
10	6	1340	C1A	CVA61	1 1R2	LOG. CVA61	4.0															
11	7	1012	C1A	CVA61	1 1R2	LOG. DANANG	0.7															
12	7	1147	C1A	CVA61	1 1R2	LOG DANANG	4.3															
13	7	1707	C1A	CVA61	1 1R2	LOG. CVA61	1.2															
14	9	0817	C1A	CVA61	1 1R2	LOG. CUBI PT.	3.9															
15	9	1417	C1A	CVA61	1 1R2	LOG. CVA61	4.5															
16	15	1500	C1A	CVA61	1 1R2	LOG. CUBI PT.	0.4															
17																						
18																						
19																						
20																						
21																						

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THIS SHEET CERTIFIED COMPLETE AND CORRECT:

(b) (6)

LCDR USN

~~CONFIDENTIAL~~ (When filled in)

ENCLOSURE (6)

071533